



FILE NUMBER/

PROJECT NAME: CUP 11-004 Cottonwood Corporate Center

LOCATION: 2750, 2770, 2800 East Cottonwood Parkway

REQUEST: Approval of site plan and elevations for a new office building(s).

OWNER: Regence Blue Cross Blue Shield – Senka Lenn 508-450-1766

ARCHITECT/

DESIGNER: Architectural Nexus - Julie Berreth 801-924-5000

ENGINEER: Ensign Engineering - Ken Watson 801-255-0529

APPLICANT: Jeff Gochmour - Cottonwood Development Services 801-365-6200

Julie Berreth - Architectural Nexus 801-924-5000

STAFF

RECOMMENDATION: APPROVE subject to attached conditions

APPLICANT'S PROPOSAL

Applicant's Request

The applicant is requesting approval of the site plan and elevations for a new 6-story 150,000 square foot office building and a 4-story 100,000 square foot office building connected by a 13,000 square foot common lobby located at 2750, 2770, 2800 East Cottonwood Parkway.



BACKGROUND

General Plan

The General Plan Land Use Chapter designates the property as Office, Research and Development. This designation includes campus-like research and office developments. These areas are typically located adjacent or near major transportation corridors. The General Plan further supports that the impact on adjacent residential neighborhoods should be carefully considered in conjunction with new development.

This area is defined in the General Plan as a regional activity node and destination center. The General Plan references these *Activity Nodes and Destination Centers* as “places that generate activity and attract people to them. These areas contribute to the overall character of Cottonwood Heights. As such, criteria that help define appearance and design of these areas is desirable.” Design strategies could include:

- Reduced floor area ratios (FAR)
- Taller building heights and more stories
- Smaller setbacks around a parking area

During the general plan process some key issues were identified in the community workshops as to how the city should plan for its land uses. Office and research centers were acknowledged as making Cottonwood Heights one of the prime locations in the Salt Lake Valley, and that research and office growth in the city should be encouraged.

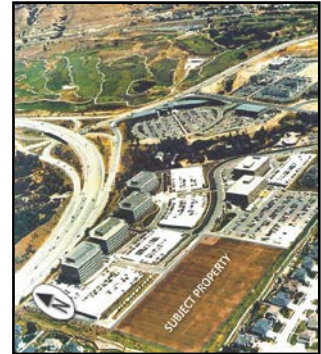
Zoning

The site is zoned Office, Research and Development (O-R-D) Zone. The ORD Zone provides for a wide range of business activities that include light- and high-tech industries and office uses. The site zoning previous to the ORD in Salt Lake County was S-1-G (gravel and natural resource extraction). The ORD zone chapter was adopted into the County's zoning ordinance effective July 16, 1992. The zoning file for the Cottonwood Corporate Center is PL-92-4008, shows the property was rezoned ORD right after the enactment of the zone itself.

Site and Area Context

The site is located in the southeast quadrant of Salt Lake Valley in the Cottonwood Corporate Center immediately south and adjacent to I-215 located at 6200 South. The site is surrounded by office buildings to the north and east, and by residential neighborhoods to the south and west.

The Blue Cross/Blue Shield complex (2 buildings-one 5/4 story and one 4/3 story) sits on the adjoining eastern property. To give perspective, the two BC/BS buildings are setback approximately 155' from the residential neighborhoods to the south.



Adjacent Uses:

- North: Office Buildings, zoned O-R-D Zone
- South: Residential neighborhood, zoned R-1-8 Zone
- East: Office Buildings, zoned O-R-D Zone
- West: Residential neighborhood, zoned R-1-8 Zone



Site History

The subject property was used as a sand and gravel operation prior to the site being approved for the Cottonwood Corporate Center. The site was rezoned to ORD zone in 1992. The Cottonwood Corporate Center Conditional Use Permit (CUP) was approved in January of 1995. The CUP was introduced to the Planning Commission on December 13, 1994 and then approved the following month. The following were the conditions of approval for PL 94-2265 as stated:

- Meet with staff for review and final approval of the site plan.
- Receive and agree to the recommendations from other agencies, i.e., Fire Department, City-County Health Dept., Urban Hydrology, Transportation Engineer, etc.
- Dedication of 52' from center line of 3000 East to Salt Lake County for street right-of-way.
- Submit three copies of a planting and sprinkling plan showing types, sizes and placement of plant materials to the staff for review and approval.
- Submit three copies of building elevations to the staff for review and final approval.
- Install curb, gutter and sidewalk on all public streets at the correct alignment.
- No signs are approved with this request; they require separate approval.
- There are to be no landscaping islands at the entrance of the project.
- The entrance road to have two lanes out a minimum of 250' back into the project, and two lanes into the intersection of the first building.
- Allow for bus stops where the bus can stop for a while.
- Submit a trip reduction plan after 400,000 sq. ft. of development.
- Van pool and car pool parking is to be shown.

- The screening of the roof appurtenances to be done per the O-R-D ordinance and a plan be submitted showing how they will be screened. Trash containers to be screened.
- Consideration for a block wall be deferred until each building is submitted and the wall requirement be reviewed as each building is reviewed.
- Designated stops for buses and show radius on the road to accommodate buses.
- A minimum of 300,000 sq ft of building construction to be underway in the O-R-D zone before the hotel is allowed to be built.
- A deceleration lane to be built in accordance with the Transportation Engineer's recommendation.
- All plans to comply with the O-R-D ordinance requirements.
- Submit a new traffic study after 400,000 sq ft of building is constructed.
- Pay the prorated cost of traffic improvements that are necessary for efficient operation of 3000 east.
- Final approval of each building with site, landscape, sign and lighting plans.
- Grading of the 50' perimeter area including trails with the first building.
- Convey easements for the public use of the trails to Salt Lake County.

There was no mention of specific building heights in the original Salt Lake County approval. Subsequent approvals for particular buildings did discuss building heights, but were limited to buildings 8, 9, 10 and 11 along the northern properties of the Cottonwood Corporate Center. According to Salt Lake County, the following are the County approved projects for the Cottonwood Corporate Center (in the order they were approved):

- Cottonwood Corporate Master Plan
- Sign Package-overall site
- Royce Building
- Nextel Wireless CUP
- Airtouch Wireless CUP
- CMG funding sign
- Sign package
- Blue Cross Building
- Buildings 8 and 9
- Mrs. Field sign
- Building 10
- Building 11
- Amended sign package (west facing signs)

County Zoning vs. Cottonwood Heights' zoning

A comparison of the ORD zoning from the County shows a slight difference to the revised ORD zoning for the city. The following is the height regulation for each:

SL County O-R-D-

19.45.090 – Building Height

The maximum height of a building or structure shall be two stories. The planning commission may allow additional height to a maximum of six stories where it is determined that additional height will not adversely impact the surrounding land uses. The planning commission may reduce the height allowed at locations where a reduction in height is necessary to minimize the impact on surrounding land uses.

Cottonwood Heights O-R-D-

19.46.070 – Building Height

The maximum height of structures in O-R-D is 35 feet. The planning commission may allow additional height to a maximum of six stories upon finding that the additional height will not adversely impact the surrounding land uses and subject to the requirements of the conditional use chapter of this title. The planning commission may also reduce the height below 35 feet upon finding that the reduction is necessary to reduce the adverse impact to the surrounding land uses or otherwise is necessary to protect public health, safety or welfare.

Development Information:

- Existing Use: Vacant
- Proposed Use: Office
- Parcel Size: 8.86 Acres
- Building Size: 263,000 sq ft (275,400 total sq ft –gross)
- Building Height Allowed: 35' allowed (may allow up to 6-story building with Conditional Use Permit)
- Building Height Proposed: 85' (6-story building) and 58' (4-story building) proposed
- Parking Required: 771 Spaces required
- Parking Provided: 843 Spaces provided
- Landscaping required with parking structure: 135,006 sq ft (35% of total site)
- Landscaping Provided: 135,584 sq ft provided (35.11% of total site)
- Lot Coverage Allowed: 50% allowed
- Lot Coverage Provided: 16% buildings, 45% with parking structures
- Front Yard Setback Required (north): 50'
- Front Yard Setback Provided (north): 58' (6-story building), 155' (4-story building)
- Side Yard Setback Required (east/west): 50' or no less than 20'
- Side Yard Setback Provided (east): 238' (6-story building) and 28' (4-story building)
- Side Yard Setback Provided (west): 400' (6-story building) and 632' (4-story building)
- Rear Yard Setback Required (south): 50' (may be increased one foot for each additional foot of building height above 35') = 100' (6-story building) and 73' (4 story building)
- Rear Yard Setback Provided (south): 300' (6-story building) and 145' (4-story building). This is measured to the residential property that includes a 12' County parcel that separates the subject property and the adjacent residential neighborhood. The setback measure to the neighborhood fence is reduced by 6'.

DISCUSSION

The request is for a new office building complex (a 6-story building and 4-story building) attached to a 3-story common lobby in the southwestern most parcel of the Cottonwood Corporate Center. The site consists of three vacant properties that were a part of the original Cottonwood Corporate Center office park master plan approved in the mid 1990's in Salt Lake County.

The Cottonwood Heights Corporate Center is a 45-acre master-planned office park that consists of one parcel with two 5-story and two 6-story office buildings totaling 510,000 sq ft that are complete and occupied. Those buildings are constructed with granite and glass exteriors. Blue Cross/Blue Shield built its (five and four story-north side of the buildings) headquarters totaling 220,000 sq ft in 1998 adjacent to the subject property. The Market Street restaurant at the

entrance to the office park consists of a 27,000+/- square foot building opened in 2000 and a neighboring credit union that is roughly 7,400 square foot.

The proposed 6-story office building is oriented east-west on the site and links to the 4-story building, oriented north-south on the site, through a 3-story common lobby/vestibule which also connects the main entrance from Cottonwood Parkway to the parking structure entrance. The shared lobby includes a 2-story atrium entrance and office space on the third level. The L-shaped buildings sit at the northeast corner of the site adjacent to Cottonwood Parkway and the common driveway shared with Blue Cross/Blue Shield. The parking area occupies the southwest part of the site.

The buildings' contemporary architecture consists of the use of glass, metal and natural stone. The applicant is proposing the buildings be LEED certified and constructed using a combination of greenish gray metal and reflective high-performance glass with contrasting reddish sandstone accent bands and wing walls. The green mullions and accompanying metal bands, decorative roof elements that cantilever out over the building, creating a deep recessed window detail, sandstone panels and wing wall elements, and horizontal steel beams that provide designed accents to the buildings' architecture. The lobby is the central point in the architecture because it is located at the northeast corner and is notably viewed from Cottonwood Parkway and the other buildings in the corporate park. The parking structure uses structural breaks along the façade with steps in the wall to add variety to the design.

On-site circulation and access is primarily off Cottonwood Parkway with the main entrance drive entering the site west of building 1 to the upper deck of the parking structure. Secondary entrances are provided along the eastern driveway shared with Blue Cross/Blue Shield and western side of the parking structure. All traffic to the lower parking level is at the northwest entrance off of Cottonwood Parkway. There are five drive entrances to this lower parking level to minimize traffic volumes and congestion at any one location.

The proposed development will maintain the existing landscaping, perimeter trail and 50' open space corridor/buffer that runs along the south and west property lines. The design of the proposed detention system should avoid the existing trail alignment and landscaping or an accelerated re-construction would be necessary with a by-pass trail. Several access connections will tie the pedestrian sidewalks on the site and parking structure to the area trail system. As part of the overall transportation access plan, a clear pathway for commuter bicyclists will be established that provides safe access to other major bicycle access routes.

Landscaping will include a combination of existing and proposed trees and scrubs. The proposed new plant materials will be xeric in nature using a mixture of native and water-wise plant materials. All of the existing perimeter landscaping will remain. The existing trees along the trail will remain to help provide the site a mature landscaped feel and maintain the vital continuity of the open space buffer. Shrub beds will be covered with gravel mulch and will contain decorative boulders to accent the plantings. Landscaping around the parking structure will be enhanced with additional plants to screen the parking area. Metal screens will be mounted on the sides to allow decorative vines and plants to cascade the walls of the parking screen walls.

Architecture Review Commission (ARC)

The ARC reviewed this project on December 8, 2011. The ARC recommended the overall design and layout of the building and site. They appreciated that an effort was made to push the buildings as far away from residences as possible with the intent of finding a place on the site

that is least obtrusive. The commission complimented the front entry and the fact that the buildings are pushed up to the street with a buffer between them and residential properties. They also remarked that the proposed buildings will fit in well in the City. The commission recommended the following related to the landscaping:

1. Water-wise landscaping should be used where possible.

Impact Analysis

Structure Height and Setbacks

The proposed building heights are 85' (6-stories) and 58' (4-stories). Each level/story is approximately 13.5 feet tall. The proposed parking structure is 14' (2-stories) to the top of the enclosure wall surrounding the parking area and 10' to the parking deck. In the ORD zone the code mitigated building/structure height by using the following formula:

For buildings over 35 feet in height, the building setback is increased by one foot for every foot over 35 feet. For example, a 60 foot high building would require an additional setback of 25 feet or in this case, a 73' setback for the 58' high, 4-story building. A building that is 85' (height of the 6-story building) would need to be setback an additional 50 feet or 100' setback.

The proposed setback for the 4-story building (east building) is approximately 145' from the residential property line (southern boundary) and 133' measured from the commercial property line (the difference is the 12' County parcel). The proposed 6-story building is setback approximately 300' from the southern boundary and roughly 400' from the western property line (both are adjacent residential properties and do include the 12' County parcel).

The 2-story parking structure will be setback 60' from the southern residential properties and 100' from the western property line. The parking structure will have a staggered 4' enclosure wall wrapping the entire upper level of parking. The southern side of the parking area will have a series of decorative metal trellis to provide additional screening.

Traffic

The site is located on the south side at the western end of Cottonwood Parkway. Cottonwood Parkway is a two-lane private road with a landscaped median. This site was part of the original master plan for the Cottonwood Corporate Center office park master plan approved in 1995. The main entrance to the site is along the south side of Cottonwood Parkway. There are two secondary driveways along the east and west sides of the site. These entry drives are setback 85' from the south and west residential properties. The site trip generation for the additional office space is 428 during the AM peak hour and 370 during the PM peak hour (Table 2, Trip Generation, Western Cottonwood Corporate Center Traffic Study, October 2011). The surrounding street system and related improvements have adequate capacity to handle the traffic from the proposed office buildings if 3000 East is expanded at the intersection of Cottonwood Parkway to accommodate two northbound through lanes as discussed in the traffic impact study by A-Trans Engineering. The traffic impact study will address transit accommodations as well as commuter bicycle accommodations, trail connectivity and pedestrian access.

Parking

The required parking for the development is 771 parking spaces and there will be 858 spaces provided on the site including a secure commuter bicycle parking area and accommodations for compact and handicap stalls.

Noise

All mechanical equipment will be housed in the basement of each building and in the area contained next to the parking structure. The proposal includes trash compactors to minimize trash pickup to once or twice a month. The compactors will also be housed in the area between the parking structure and building 1.

Fire

Unified Fire Authority (UFA) is currently working with the applicant to meet their standard access and fire requirements. All building permits will be reviewed by UFA officials for code compliance.

Community Involvement

The applicant notified all property owners within 300 feet of the site and the city sent out courtesy notices to all the remaining property owners within 1000 feet of the site. Thus far, staff has received several emails and letters from residents opposing the development with the proposed building heights and proximity of the buildings to the residential neighborhood. The applicant also held two open houses on December 19, 2011 and January 12, 2012. The December first open house had approximately 20 people in attendance. Comment cards were available but none were submitted. The January 12, 2012 open house had roughly the same number of people attending. Comment cards were distributed and the comments are listed below. According to the applicant, these were the issues discussed during the open house(s):

1. Building Design (architecture) – The residents were very favorable in their reaction to the proposed design of the buildings and felt the new buildings were much more visually appealing than the existing buildings.
2. Noise – Residents expressed concern with the noise generated by the Blue Cross Blue Shield buildings, particularly the generator, trash enclosure and associated early morning pick-up and the mechanical equipment on the roof. They were concerned about the possibility of additional noise from these new buildings.
3. Landscaping – It was suggested that one way to mitigate the visual impact of the buildings and parking structure would be to augment the existing landscaping along the trail on the south and west sides of the site by planting more trees.
4. Traffic –The impact on traffic on 3000 East and 6200 South, particularly during rush hour.
5. View Corridors – Concern that the buildings would block current views.
6. Visual Intrusion –Residents expressed concern that occupants of the office building closest to Palma Way would be able to see into the windows of their home.
7. Trail System – Residents expressed appreciation for the trail system that surrounds the site and felt that it added significantly to neighborhood enjoyment.
8. Depreciation of Home Value – Residents expressed concern that the proposed development will diminish the value of their homes.
9. Parking Structure – Residents wanted to be sure that headlights from cars within the parking structure would be screened and not shine into their homes.
10. Building Height –Residents suggested that they were told that two stories was the maximum height allowable in this site and upset to find out later, at a meeting with Salt Lake County, that development up to six stories was allowable within this zone.
11. Added Neighborhood Pedestrian Traffic – One resident was concerned that the proposed development would bring unwanted pedestrian traffic into the neighborhood.

12. Cottonwood Corporate Center as a Neighbor – Residents expressed appreciation for the quality of the Cottonwood Corporate Center development and that we had been good neighbors. They stated that they preferred living next to the Cottonwood Corporate Center rather than additional residential.

Section 19.84.080 lists how Conditional Use Permits are determined. They are as follows: “In approving a conditional use, the planning commission may impose such requirements and conditions as it deems necessary for the protection of adjacent properties and the public welfare. The planning commission shall only approve with conditions, or deny a conditional use, based upon written findings of fact with regard to each of the standards set forth below and, where applicable, any special standards for conditional uses set forth in the specific zoning district. The planning commission shall not approve issuance of a conditional use permit unless the evidence presented is such as to establish the following:

- a. That the proposed use is one of the conditional uses specifically listed in the zoning district in which it is to be located;
- b. That such use will not, under the circumstances of the particular case, be detrimental to the health, safety, comfort, order or general welfare of persons residing or working in the vicinity;
- c. That the use will comply with the intent, spirit, and regulations of this title and will be compatible with and implement the planning goals and objectives of the city;
- d. That the use will be harmonious with the neighboring uses in the zoning district in which it is to be located;
- e. That nuisances which would not be in harmony with the neighboring uses, will be abated by the conditions imposed;
- f. That protection of property values, the environment, and the tax base for the city will be assured;
- g. That the use will comply with the city’s general plan;
- h. That some form of a guaranty assuring compliance to all imposed conditions will be imposed on the applicant or owner;
- i. That the internal circulation system of the proposed development is properly designed;
- j. That existing and proposed utility services will be adequate for the proposed development;
- k. That appropriate buffering will be provided to protect adjacent land uses from light, noise and visual impacts;
- l. That architecture and building materials are consistent with the development and surrounding uses, and otherwise compatible with the city’s general plan, subdivision ordinance, land use ordinance, and any applicable design standards;
- m. That landscaping appropriate for the scale of the development and surrounding uses will be installed in compliance with all applicable ordinances;
- n. That the proposed use preserves historical, architectural and environmental features of the property; and
- o. That operating and delivery hours will compatible with adjacent land uses.”

Attachments

1. Conditions of approval
2. Context aerial
3. Land Use Map
4. Zoning Map

5. Applicant's Narrative
6. Site Plan
7. Landscape Plan
8. Elevations
 - a. Exterior Building Colors and Materials
9. Citizen Involvement
 - a. Mailing lists
 - b. Open House Invitations

CONDITIONS OF APPROVAL

These conditions are in order to protect the public health, safety, welfare, and Cottonwood Heights. Unless otherwise stated, the owner's completion of all requirements below is subject to the satisfaction of the staff planner.

SITE DESIGN

1. CONFORMANCE TO CONCEPTUAL SITE PLAN. Development shall conform to the conceptual site plan submitted by Cottonwood Development Services on March 9, 2012. If there is a conflict between these conditions and the conceptual plan site plan, the staff planner shall determine which document takes precedence. Any proposed significant change to the conceptual site plan, as determined by the staff planner, shall be subject to additional public hearings before the Planning Commission.

INFRASTRUCTURE AND DEDICATIONS

2. CIRCULATION IMPROVEMENTS. Before any certificate of occupancy is issued for the site, the owner shall make the necessary upgrades and provide the following improvements in conformance with city standards and any applicable city codes and policies.
 - a. Sidewalk improvements shall be constructed

Unless otherwise stated, the applicant agrees to complete all requirements prior to final plan approval, to the satisfaction of staff planner.

APPLICABLE DOCUMENTS AND PLANS:

Stipulations

1. Except as required by the City Code, Zoning Regulations, Subdivision Regulations, and the other conditions herein, the site design and construction shall substantially conform to the following documents:
 - a. Architectural elements, including dimensions, materials, form, color, and texture, shall be constructed to be consistent with the building elevations submitted to staff by Architectural Nexus on March 9, 2012.
 - b. The location and configuration of all site improvements shall be constructed to be consistent with the site plan submitted by Architectural Nexus with a staff receipt date of March 9, 2012.
 - c. Landscaping, including quantity, size, and location of materials shall be installed to be consistent with the conceptual landscape plan submitted to staff by Architectural Nexus on March 9, 2012.
 - d. Landscaping will be increased along the southern boundary area of the site, immediately adjacent to the parking and in particular, immediately south of the 4-story building. All new trees shall be of a comparable caliber as the existing trees on the site.

ARCHITECTURAL DESIGN:

2. All exterior mechanical, utility, and communications equipment shall be screened by wall that matches the architectural color and finish of the building. Wall or parapet height for roof-mounted units shall meet or exceed the height of the tallest unit. Wall height for ground-mounted units shall be a minimum of 1 foot higher than the tallest unit. If the mechanical equipment is roof-mounted, the building(s) will not exceed the height as shown on the building elevations submitted by Architectural Nexus on March 9, 2012.
3. All exterior conduit and raceways shall be painted to match the building.

4. No exterior roof ladders shall be allowed where they are visible to the public or from an off-site location.
5. Roof drainage systems shall be interior, except that overflow scuppers are permitted. If overflow scuppers are provided, they shall be integrated with the architectural design.
6. Wall enclosures for refuse bins or trash compactors shall be constructed of materials that are compatible with the building(s) on the site in terms of color and texture.
7. All walls shall match the architectural color, materials and finish of the building(s).
8. Applicant shall process a plat concurrent or prior to final plans submittal to tie the three parcels 2223151021, 2223151022, 2223151023 (county parcels numbers here). Any newly created parcels will need to meet O-R-D development standards separately.
9. The face of the service entrance section(s) shall be flush with the building façade and painted to match the building.
10. If any new cell antennae apparatus is proposed it shall be limited to the 6-story building and integrated into the building's architecture with color and texture.
11. Prior to final plans approval, the applicant shall provide documentation from the utility company approving the location of the proposed transformers. The plans shall reflect the locations and screening required for the mechanical equipment.
12. Prior to final plans approval, the applicant shall coordinate the general location and design of the trail connections to the staff planner. Final location and design shall be approved by City staff prior to issuance of the first certificate of occupancy on site.
13. The landscape plans shall be revised at time of final plans to meet the requirements of RMP for transformer locations.
14. Cut and fill slopes shall be rounded to blend with the existing contours of the adjacent natural grades.

EXTERIOR LIGHTING DESIGN:

15. All exterior luminaries shall meet all IESNA requirements for full cutoff, and shall be aimed downward and away from property line except for sign lighting.
16. The individual luminaire lamp shall not exceed 250 watts and shall be energy efficient induction type lighting with a color temperature of 2700-3500 K.
17. The maximum height from finished graded to the bottom of the any exterior luminaire shall not exceed 20'.
18. All exterior light poles, pole fixtures, and yokes shall be a flat black or dark bronze.
19. Landscape lighting is not proposed or approved with this application.
20. Incorporate into the project's design, the following:
Parking Lot and Site Lighting:
 - a. The maintained average horizontal luminance level, at grade on the site shall not exceed 20 foot-candles.
 - b. The maintained maximum horizontal luminance level, at grade on the site, shall not exceed 20 foot-candles. All exterior luminaries shall be included in this calculation.
 - c. The initial vertical luminance at 5 foot above grade, along the entire property line (or 1 foot outside of any block wall exceeding 5 foot in height)

shall not exceed .8 foot-candles. All exterior luminaries shall be included in this calculation.

Building Mounted Lighting:

- a. All luminaries shall be recessed or shielded so the light source is not directly visible from property line.

VEHICULAR AND BICYCLE PARKING:

20. Bike rack design shall be in conformance with Cottonwood Heights' standards.

DRAINAGE AND FLOOD CONTROL:

21. The developer shall make the following corrections to the preliminary drainage report to create a separate drainage plan for pre-development conditions and post-development conditions.
 - a. Revise the drainage report and provide the necessary detail as required by the Cottonwood Heights' standards.
 - i. Submit a drainage and grading plan as well as plan and profile of all proposed storm drain lines.
 - ii. Provide a separate full size pre development drainage site plan to the report that is the same scale as the post development site plan. Show contours. Show the 100 yr floodplain. Show all the basic elements of a drainage plan including, flowrates, flowlines, historical entry and discharge locations, existing storm drainage infrastructure, etc. Show the information on the pre development drainage plan. Don't show proposed buildings, driveways or refuse enclosures and parking areas.
 - iii. Show and label the flowpaths on the site plan. Use the dashed line to show the flowline, or use flow arrows to show the drainage path of runoff.
 - iv. Show a label the pre and post development 100 yr peak flowrates for a 6 hr storm event for each flow control point, and for all entrance and exit locations. Show on the full size site pre and post development site plans, all historic flow entrance and exit locations and the pre and post development 100 yr, 6 hr storm flowrate and velocity for each location.
 - v. Use bold lines to delineate the drainage sub areas and show all grade breaks on the G&D plan.
 - vi. Any underground detention areas must have manhole access to each chamber and require a maintenance plan per the new Jordan Valley's Municipal Permit.
 - vii. The site needs to provide any stormwater storage basins or vaults and treatment of oils/grease, sand and sediment that meets the performance standards as prescribed by city standards. No percolation into the groundwater is permitted. Include orifice calculations, location and design. All piping must be reinforced concrete pipe with a minimum diameter of 15-inches. Discharge is limited to 0.2 cfs/acre and the detention volume shall be based on peak rainfall data for the 100-year storm using NOAA IDF Curve – Cottonwood Weir, Utah (42-1759), NOAA Atlas 14. Piping shall be designed to accommodate the 10 year, peak event. Detention areas must

- have a minimum of 12-inches of freeboard. Show how the peak intensity, based on time of concentration calculation, is used for the sizing of this infrastructure.
 - viii. On-site detention will be placed so as to not disturb or require the moving of any existing trees or shrubs. If the trail is removed for detention, the trail will be reinstalled to meet city standards for roadway design to support heavy maintenance vehicles.
 - b. The stormwater treatment system must be capable of removing 80% of the total suspended solids for all storm intensities during the 10-year storm event and all of the oils and floatable matter in the storm water for all storm intensities.
 - c. Submit a stormwater pollution prevention plan that is signed and certified by the property owner to assume all liability for the execution of the plan as required by the federal EPA. This document shall remain on site at all times for inspection by city, State or EPA officials and also contain the contractor's NOI.
 - i. The SWPPP shall include a description of the sequence of activities which will disturb soils (grubbing, excavation, grading, utility installation, and foundation backfilling, etc). Show the timeline for the installation and removal of BMP's.
 - ii. The erosion control plan must include construction boundaries and limits of disturbance.
 - iii. Provide erosion protection for all outfalls.
 - d. The finished floor elevation for both buildings shall be established prior to issuance of a building permit. Describe in detail how the finished floor elevations were determined for each building. Use a table.
 - e. Provide a plan on how the unsuitable soils will be mitigated that includes stockpiling locations, SWPPP, dust control measures, and noise abatement considerations.
 - f. Submit a utility plan and all proposed utility connections.
 - g. Shall all ADA ramps, standard details and how all ADA standards will be met on site.
 - h. Provide construction details for the site improvements.
 - i. Show a striping plan for the roadway, parking areas and arterial accesses.
 - j. The roadway infrastructure, sidewalk, curb and gutter and other site infrastructure shall comply with city ordinances and standards.
 - k. Submit a construction cost estimate breakdown for the purpose of preparing a bond for public improvements.
 - l. Show the street lights and fire hydrants on the plan set.
 - m. Submit the finalized construction drawings with engineering stamp.
22. Manholes shall be installed at all bends on the storm drain.
- a. Before the approval of improvement plans by city staff, the developer shall submit two (2) hard copies and one (1) compact disc copy of the complete final drainage report and plan.
23. Stormwater Storage on Paved Surfaces. Up to 50% of required stormwater storage may be provided in parking areas when the following conditions are met:

- a. Parking lot storage areas shall be designed so as to minimize interference with pedestrian traffic and be limited to a depth no greater than 12-inches during for 100-year storm events. No parking lot ponding shall be permitted for storm events that are less than the 5-year event. The parking areas shall be designed to drain first after a storm.

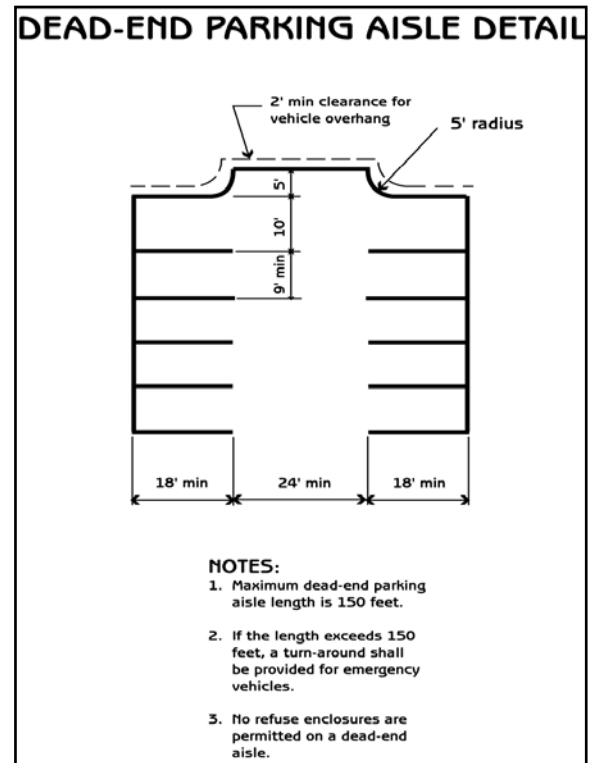
ROADWAY, INTERSECTION, AND ACCESS DESIGN:

Streets and other related improvements:

24. No right of way dedication or street improvements are required with the exception of the improvements/stripping to the 3000 east/Cottonwood Parkway intersection.
25. The developer shall design and construct 2 site driveways onto Cottonwood Parkway.

INTERNAL CIRCULATION:

26. The developer shall provide a minimum parking-aisle width of 24 feet.
27. Provide bike parking per– 14 racks = 28 spaces. Show on site plan.
28. The developer shall provide internal circulation that accommodates emergency and service vehicles with an outside turning radius of 45 feet and inside turning radius of 25 feet.
29. The developer shall design the dead-end parking aisle in general conformance with the included detail:
 - a. Sight distance easements shall be dedicated over sight distance triangles.
 - b. Sight distance triangles must be shown on final plans to be clear of landscaping, signs, or other visibility obstructions between 2' and 7' in height.



30. Indemnity Agreements:
 - a. When substantial improvements or landscaping are proposed within a utility easement, an indemnity agreement shall be required. The agreement shall acknowledge the right of the City to access the easement as necessary for service or emergencies without responsibility for the replacement or repair of any improvements or landscaping within the easement.

REFUSE:

31. The developer shall construct area for at least 2 refuse compactors.
32. Refuse enclosures shall be constructed to City standards.
33. Enclosures must:
 - a. Provide adequate truck turning/backing movements for a design vehicle of turning radius R (minimum) = 45 feet vehicle length of L = 40 feet.

- b. Be positioned to facilitate collection without "backtracking."
- c. Be easily accessible by a simple route.
- d. Not require backing more than 35 feet.
- e. Not be located on dead-end parking aisles.
- f. Enclosures serviced on one side of a drive must be positioned at a 30-degree angle to the centerline of the drive.

Other:

- 34. Compliance with geotechnical recommendations and mitigation of unsuitable soils to meet soil bearing capacity requirements of the ICC based on the proposed design. Mitigation efforts shall meet air quality requirements for dust control and minimize noise, vibration and visual impact to the adjacent properties
- 35. Pedestrian accommodations along Cottonwood Parkway that service the proposed office building shall be ADA compliant.
- 36. Submission of construction plans that meets all applicable standards.
- 37. Submit a preliminary plat to consolidate the existing 3 lots.
- 38. Submit finalized geotechnical report with accompanying log data.

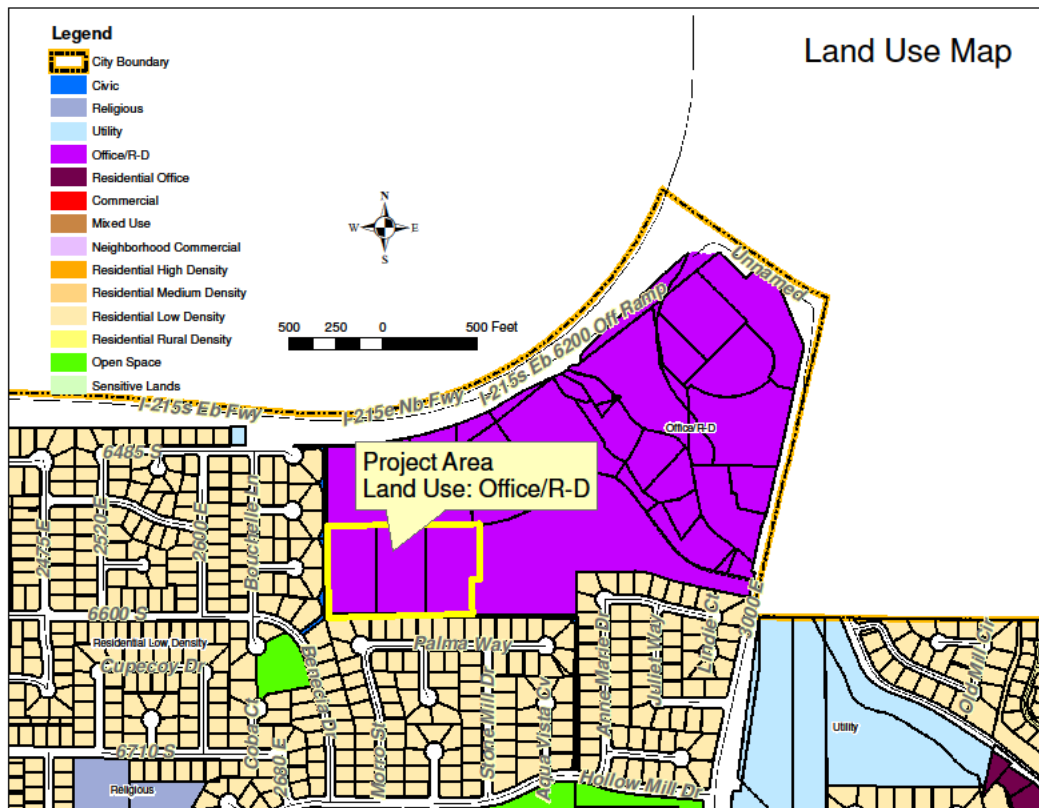
Staff:

Brian Berndt
Planning Department
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Context Aerial
CUP 11-004 Cottonwood Corporate Center



Land Use Map



Zoning Map

Applicant's Narrative
Project Description
Cottonwood Southwest Development
January 9, 2012

The Cottonwood Southwest project includes two office buildings totaling 250,000 rentable square feet (approximately 260,000 gross square feet) and structured parking for 850 cars, and is being designed for LEED Gold Certification. It is located on an 8.86-acre parcel in Cottonwood Corporate Center, an established corporate campus that was developed in the late 1990s. The office buildings include Building 1, a six-story building oriented east-west on the site, and Building 2, a four-story building oriented north-south. The buildings share a three-story lobby element that includes a two-story atrium entrance and office space on the top level. The lobby is the focal point of the architecture, located on the northeast corner of the site and prominently viewed from the campus circulation spine, Cottonwood Parkway.

The buildings are oriented to maximize views of the mountains to the east, and to place the tallest building the farthest away from the residential communities to the south and west. The L-shaped parking structure includes a single concrete deck over parking on grade, located to the south and west of the buildings; it will be nestled into the site grading and generously landscaped much like the other parking structures on the corporate campus. The site design on both sides of the lobby will integrate landscape and hardscape to create well-defined and inviting entry plazas. Other site features include 60-foot parking setback (72 feet when you include the Salt Lake County property) along the south and a 99-foot setback to the parking structure (111 feet when you include the Salt Lake County property) from the west property line. The parking structure is lined with mature landscaping and a paved trail.

The buildings are designed with materials and detailing that reflect enduring quality commensurate with the other buildings on the campus, while being distinctly different and even, perhaps, somewhat residential in character. The simple palette of materials includes red sandstone complimented by gray-green metal panels and aluminum framing, with high-performance glass with a subtle blue-green overtone. Exterior design features include slightly angled curtain walls and various shading devices to control direct sunlight and minimize solar heat gain. Roofing will be a white TPO or PVC single-ply mechanically attached membrane.

The interior common areas will be an extension of the exterior of the buildings, with high-quality stone and metal materials, integrated artwork, and innovative lighting. Three passenger elevators will serve each building so that, when needed, one can be dedicated to freight loading and two will always be available for regular passenger use. The elevators are anticipated to be 3500# capacity, machine room-less gearless traction type, with custom features such as oversize center-opening doors, dual cab controls, nine-foot ceilings, and high-end interior finishes of stainless steel and stone. The core areas at each office level will be tightly organized with gracious circulation and opportunities for all-glass tenant entrances and artwork.

The HVAC system will be a state-of-the-art built-up IDEC system, with the major boiler, chiller, evaporative cooling, and fan components located off the roof in partial basement spaces below the core of each building. The cooling tower, generator, transformer, electrical gear, and trash/recycling compactor equipment will be located west of Building 1, recessed and otherwise screened from view.